Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
September 11, 2019

Members Present:  
Doug Hall  
Ted Wendler  
Paul Eik, Chairperson  
Larry Coletti, Vice Chairperson  
Ned Wolfarth  
Nic Mostert  
Bob Storke  
Gayle Belin  
Andrew Dodzik  
Patrick McCallister  
Nancy Burgess-Hall  
Jason Aufdenberg

Representing:  
Daytona Beach  
DeLand  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Palm Coast Alternate  
Volusia County, District 1  
Volusia County, District 2  
Volusia County at Large Alternate

Non-Voting Technical Appointees Present:  
Wendy Hickey  
Brenda Young  
Gwen Perney  
John Cotton  
Melissa Winsett

Representing:  
Flagler County  
FDOT  
Port Orange  
Votran  
Volusia County

Members/Technical Appointees Absent:  
Joan Sandler  
Scott Leisen  
Heidi Petito  
Jeff Martindale  
Christy Gillis (excused)  
Eric Kozlowski

Representing:  
DeBary  
Deltona  
Flagler County Public Transportation  
Port Orange  
South Daytona  
Volusia County School Board

Others Present:  
Debbie Stewart, Recording Secretary  
Stephan Harris  
Lois Bollenback  
Pamela Blankenship  
Colleen Nicoulin  
Crystal Mercedes  
Kimberley Dixon  
Charles Morrow  
Jim Wood  
Chris Daun

Representing:  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
City of Daytona Beach  
Flagler Beach Alternate  
Kimley-Horn and Associates  
Volusia County, District 2 Alternate

I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:00 p.m. by Chairperson Paul Eik. The roll was called and it was determined that a quorum was present.

A moment of silence was observed in remembrance of 9/11 victims.
II. New BPAC Member Introduction

Chairperson Elk announced that Mr. Andrew Dodzik, Flagler County Alternate, will also be the Palm Coast Alternate. He introduced Mr. Ned Wolfarth as the new Holly Hill representative.

III. Public Comment/Participation

There were no public comments.

IV. Action Items

A. Review and Approval of August 14, 2019 BPAC Meeting Minutes

*MOTION: A motion was made by Mr. Storke to approve the August 14, 2019 BPAC meeting minutes. The motion was seconded by Mr. Hall and carried unanimously.

Chairperson Elk announced Presentation Item A will be presented prior to Action Item B as it includes information that pertains to the action item.

A. Presentation and Discussion of the 2045 Long Range Transportation Plan (LRTP)

Ms. Nicoulin introduced Mr. Jim Wood, Kimley-Horn and Associates, to give the presentation on the 2045 Long Range Transportation Plan (LRTP).

Mr. Wood gave a PowerPoint presentation and introduced his team. He reviewed the major milestones and the schedule of deliverables. The adoption package will be presented in June 2020 which will include the cost feasible plan and an open public hearing will be held; the plan will be adopted in September 2020. He reviewed the public involvement schedule and stated there will also be ongoing public involvement activities that TPO staff will be doing as well as a website and social media. One of the most important parts of the LRTP is to show how the projects in the cost feasible plan will be funded.

Mr. Aufdenberg stated the presentation referred to resiliency and the impact of climate change on the transportation system and asked if there were any effects the transportation system has on the climate.

Mr. Wood replied as part of this process, they will work with resource and land management agencies to understand the environmental issues and for them to provide input.

Mr. Aufdenberg asked when the survey will debut.

*The following comments relate to Action Item A, Review and Approval of the August 14, 2019 BPAC meeting minutes.

Chairperson Elk asked if members had any changes or corrections to the August 8, 2019 meeting minutes.

Mr. Daun referred to the Staff Comments section of the minutes where he had requested the proposed FDOT D-5 Local Agency Program (LAP) policy be sent to the BPAC members; this was not done and he requested that the information be sent.

Mr. Harris replied he will send the information via email.

B. Review and Recommend Approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan

(Handout)
MOTION: A motion was made by Mr. Daun to approve the 2045 Long Range Transportation Plan (LRTP). The motion was seconded by Mr. Wendler. The motion was withdrawn by Mr. Daun later in the meeting.

Mr. McCallister commented that millennials are driving less than previous generations and asked if that is affecting planning in general and things like the LRTP; if that was taken into account and if so, how?

Mr. Wood replied it is taken into consideration and there has been discussion about what this means as we prioritize and look forward 25 years. They look closely at the demographics and how people use transportation; there is a push for transportation choices and a broader spectrum of options. There are some groups that are moving away from single car use as much as possible and it is a factor that is considered.

Mr. McCallister asked how people are getting around if they are choosing not to drive.

Mr. Wood replied some use transit, shared mobility, biking or walking; some are moving closer to their workplace where they do not need to drive. However, the trends must be reviewed carefully; as millennials age and have families they are using cars more than was predicted. It goes back to having a multiuse system and diversifying transportation options.

Chairperson Eik reminded members that this action item is for the Public Involvement Plan (PIP) for the 2045 LRTP; it is provided as a handout and was emailed to the members yesterday for review.

Ms. Belin asked if they were taking autonomous vehicles into consideration and the need for a place for those vehicles, and people that use Uber or Lyft as well as having fewer vehicles on the road.

Mr. Wood replied the automated, connected or electric vehicles are one of the scenarios they will look at and what possible influences they may have on priority decisions. We know the technology is changing but we do not always have enough data to understand what it will mean. They are trying to understand how to anticipate what a model of shared mobility will mean; some companies are commenting that we will no longer own cars but will instead have a subscription.

Ms. Belin commented she has heard there is a lack of housing for people moving to Florida and asked if that would be considered.

Mr. Wood replied they will look at it to the extent it is reasonable. He summarized the PIP and stated it is the intent for the 2045 LRTP to have meaningful public input. He reviewed the key components which include a website, social media, a survey, focus groups and a series of public meetings.

Mr. Aufdenberg commented the Complete Streets Policy includes holding meetings at the Votran Transit Center where people that use transit will actually be and asked if something like that could be done for the LRTP.

Mr. Wood replied the sites for the meetings have not yet been selected; they will be geographically and demographically dispersed.

Mr. Mostert referred to the environmental justice workshops and asked if any emphasis would be on the biological impact; it seems that the loss of habitats due to development should be considered.

Mr. Wood replied connected wildlife corridors and ecological greenways are factors that the resource agencies will respond to and discuss. This plan is just one of several touchpoints for environmental consideration; there is a specific process as projects move into development. The intent here is to be mindful of setting priorities if there are significant concerns from an environmental perspective.
Mr. Hall asked that the public workshops be scheduled when people can get there; there is a lack of transportation in many areas at night. He asked if the LRTP addresses the prejudices or opinions of the officials that fund the programs.

Mr. Wood replied the plan is shaped by input from the community, elected officials and the public; it all feeds into the plan for the priorities of the area.

Mr. Daun stated he neglected to see this was a discussion on the presentation and withdrew his earlier motion after the presentation. He referred to the handout, page 9, second paragraph, that states the TPO project manager will schedule subcommittee meetings on the third Tuesday each month at noon; however, the meeting notice received yesterday has the meeting starting at 11:30 am. He asked if the meetings will be at 11:30 am or noon.

Ms. Nicoulin replied on the third Tuesday of the month there is a hard deadline to finish the meeting by 1:00 pm because the CAC meeting begins at 1:15 pm. After reviewing the items on the agenda, the decision was made to include extra time. After the first meeting, they will be able to gauge if starting at noon will allow enough time for discussion.

**MOTION:** A motion was made by Mr. Storke to recommend approval of the 2045 Long Range Transportation Plan (LRTP) Public Involvement Plan. The motion was seconded by Mr. Hall and passed unanimously.

### IV. Presentation and Discussion Items

#### A. Presentation and Discussion of an Amendment to the 2040 Long Range Transportation Plan (LRTP)

Ms. Bollenback stated funding was recently programmed for right-of-way for two segments of the SR 40 widening project; one between US 17 and SR 11 and the other between SR 11 and Cone Road in Ormond Beach. There is intended to be a shared use path as part of this project that will eventually continue into the City of Ormond Beach. Because FDOT has the funding programmed in the Work Program it needs to be reflected in the existing 2040 LRTP. As part of this amendment, the TPO will be considering the incorporation of the I-95 and US 1 interchange improvement project; Ormond Beach has been actively looking at improvements to this interchange for safety and design. It is one of the oldest and most dangerous interchanges in the planning area. It is currently in the LRTP but on the unfunded needs list; it may be moved to the funded needs list. Also, additional performance measures the TPO was required to adopt will be incorporated into the plan. Earlier this year when the plan was amended to include the I-95 interchanges at SR 44 and Pioneer Trail, the adopted safety performance measures were added. Since then, bridge condition, pavement condition and travel time reliability performance measures have been adopted which will need to be included. This item will be back next month with additional details.

Mr. Aufdenberg commented that he thinks the shared use path along SR 40 is part of the Heart of Florida Loop.

Ms. Bollenback replied the Heart of Florida Trail will be part of the shared use path system and is part of the portion from US 17; it will connect to the shared use path on SR 40. The state trails list is updated every couple of years and Mr. Harris has been working to get this cross-county section included because it links to the St. Johns River to Sea Loop and the Heart of Florida Loop. It is not part of the SUN Trail but from a local perspective having this link is valuable. She announced that Mr. Jim Wood, before he was a consultant, was the head of planning for the state and was instrumental in implementing the SUN Trail program.

#### B. Presentation and Discussion of the Draft Community Safety Action Plan (CSAP)

Ms. Blankenship gave a PowerPoint presentation of the draft Community Safety Action Plan (CSAP) and stated she will be asking for feedback at the end of the presentation. She reviewed the goals and objectives of the
CSAP and stated this is to develop a work plan for TPO staff. She reviewed the five “Es” of safety and stated the CSAP will focus on all but engineering. She reviewed the data for all crashes in Volusia and Flagler Counties from 2014 to 2018; the most common vehicle crash type is rear-end crashes. She reviewed the data for bicycle and pedestrian deaths and incapacitating injuries for the same time period.

Mr. Daun referred to the statistics for bicycle and pedestrian crashes and asked if any of them involved alcohol.

Ms. Blankenship replied she does not have that information but can get it for him; much of this data came from the Crash Analysis Report the TPO completed in 2017. She continued with the presentation and reviewed the three main roadways for bicycle and pedestrian fatalities; US 1, US 17 and US 92. The alcohol statistics were included in this slide of the presentation.

Mr.Aufdenberg asked if it was the pedestrian or driver that was under the influence of alcohol.

Ms. Blankenship replied that information she does not have.

Ms. Winsett asked if there were any crashes on US 17/92.

Ms. Blankenship replied she would have to check and continued reviewing the data.

Ms. Belin asked if the pedestrians were in dark clothing or impaired.

Ms. Blankenship replied alcohol and drugs were involved in many of the crashes.

Mr. McCallister commented that the 75% of crashes that were not at intersections were probably generated by people pulling out of parking lots. The phrase “I did not see them” is used as an exonerating statement for drivers and if police recorded those statements could show the real rate of distracted driving.

Ms. Burgess-Hall stated she sees pedestrians constantly crossing the roadway within feet of an intersection and pedestrians wearing dark clothing at night.

She continued reviewing the data. She gave an overview of the current strategies and initiatives that are ongoing for FDOT, the TPO, and a number of other agencies.

Mr. Hall referred to engineering and stated he feels it would be a good idea if the delay on traffic signals was changed to give pedestrians a chance to get across the street. He and Ms. Burgess-Hall stated they visited Pennsylvania and New Jersey this summer and the hotels had posters with information on safety such as “buckle up”. He thinks that should be done here due to all the tourists we have as well as to remind the residents. Along with that, perhaps having a chain letter sent via social media to five people and then asking them to forward it to five people; this would help get the word out and not cost anything.

Mr. Aufdenberg agreed with Mr. Hall on the idea of hotels and tourists; Daytona Beach has a population of approximately 100,000 and tourists are ten times that number.

Mr. Wendler asked if this presentation could be sent to the CAC members.

Ms. Blankenship replied yes and asked the members to send her any ideas they may have.

Mr. Daun commented that different agencies use different data sources; an important thing to do would be to have a universal standard that all agencies in the TPO planning area can have access to the same information in order to have a valid conversation. We could then apply for grants and the data will be consistent.

Ms. Blankenship replied most of the data came from Signal 4 Analytics.
Ms. Winsett commented that what is missing from the five “E”s of safety is obedience; respect for the law and for others. People are lazy and reckless and there are not enough police officers to monitor it. There is also a disconnection in the community. The Volusia County Traffic Engineering Department works with the Community Safety Traffic Teams and law enforcement to pinpoint where the problems are and come up with solutions; most of the time the solutions are already there. We cannot put all the blame on engineering and enforcement. She referred to the high number of pedestrian fatalities and stated we should look at the land use adjacent to those roadways and the socioeconomic areas to see if there are any correlations. She referred to the list of initiatives and strategies and suggested we look into how effective they are, how much they are used and their accessibility. There are things the TPO can make an impact on but we need to get the word out about what we cannot control.

Discussion continued.

C. Presentation and Discussion of the Draft Complete Streets Policy and Implementation Plan

Mr. Harris stated that according to the Smart Growth National Complete Streets Coalition, complete streets are designed and operated to enable safe access for users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A Complete Streets Policy directs transportation planners and engineers to integrate a complete streets approach into their transportation practices, policies and decision making processes to improve the entire street network. The Complete Streets Subcommittee met on August 29, 2019 to review the draft policy and they had a few suggestions which are summarized on their meeting summary on page 36 of the agenda; he reviewed those suggestions. TPO staff will continue to refine the draft policy and bring it back for adoption in October. He asked for feedback and suggestions.

Mr. Daun commented that it is awesome that the policy is using health statistics. He was involved in the walkability study that was completed for Midtown and one of the biggest issues was shade; he asked if having more shade on walkways and trails was a component of the policy. There have been discussions and presentations on roundabouts and it was found that there is not a universal standard for safety. He suggested adding a roundabout component into the Complete Streets Policy; if a roundabout is built on a state road safety is looked at but if a municipality wants to build a roundabout and does not receive federal funds there is no standard. He believes it is vital to include that since this policy will hopefully be adopted by the cities.

Mr. Aufdenberg replied that as a member of the subcommittee he believes this policy does well in that regard. He referred to the design section of the draft policy that states “roadway projects shall accommodate people of all ages and abilities including pedestrians and cyclists” so if a local jurisdiction has a roadway project and similar verbiage it will include roundabouts as they are roadway projects.

Ms. Burgess-Hall asked who on the committee sent a letter to the editor regarding roundabouts.

Mr. Coletti replied it was him.

Ms. Burgess-Hall asked if a response was received.

Mr. Coletti replied no.

Chairperson Eik stated that will be discussed.

Mr. Storke referred to the suggestion of removing the definition of exceptionally disproportionate and asked if something will replace it.

Mr. Harris replied no.

Mr. Aufdenberg explained the objection was to the exact percentage; the subcommittee did not want it to be a fixed number. The disproportionate language is still included.
Chairperson Eik asked Mr. Coletti to give a brief presentation regarding the letter Ms. Burgess-Hall mentioned and the roundabout on US 1.

Mr. Coletti stated a roundabout is currently under construction in Corona on US 1 and Old Dixie Highway in Flagler County just before the Volusia County line. The northbound, right-hand side of the roundabout is completed and they have installed tall shoulders. The road is next to the shoulder so they have eliminated the bike lane in the roundabout. There was a bike lane prior to that and when that section of the roundabout was under construction the orange construction barrels were in the bike lane. On August 29, 2019 he wrote a letter to the editor that FDOT is building a roundabout on US 1 and Old Dixie Highway to make it safer for vehicles but without consideration for the danger it presents for bicyclists and pedestrians. Prior to the roundabout, there was a relatively safe bike lane; now, bicyclists have to use the roadway lane which is dangerous for both bicyclists and vehicles. Currently, there are no sharrows or signs warning drivers that bicyclists will be using the roadway; the only sign is “bike lane ends” northbound. He rides through there at least once a week and now it is very dangerous. He was frustrated and sent this letter to the editor but has received no comments back from FDOT, the Flagler County Sheriff’s Office or the Flagler County Commission. The southbound section is still under construction and the bike lane is still there but it could disappear once construction is completed.

Chairperson Eik replied that Ms. Brenda Young, FDOT, is here today and asked if she had a response.

Ms. Young thanked Mr. Coletti for his letter and she has looked into the history of that roundabout and contacted the FDOT Project Manager and engineers. She was told the impetus for installing this roundabout had to do with vehicular crashes and fatalities. They were trying to expedite a roadway safety improvement project as quickly as possible to eliminate the driver fatalities at this intersection which necessitated it be built within the existing right-of-way at this time. In the existing condition there is a paved shoulder that bicyclists use that keeps them out of the vehicular travel lane. Now that the roundabout is being installed, FDOT chose this opportunity to add a buffered bike lane within the project limits; however, when the buffered bike lane approaches the roundabout there was not room in the right-of-way to continue it. The engineers did consider the bicyclist and driver interaction and designed the roundabout curvature that drivers would slow down. They have empirical data that shows the vehicular driver and bicyclist interaction at a slower speed works but she understands how a bicyclist would still feel uncomfortable. The southbound section is currently under construction and the final configuration will have a bike lane which will continue through the roundabout. She is happy to take these concerns to the engineer and see if there is something FDOT can do to make the cyclists more comfortable.

Ms. Burgess-Hall stated this issue makes her nervous about the roundabout going in at International Speedway Boulevard (ISB) and SR A1A. She is afraid this situation will happen there as well and the roundabout will be completed but will have safety hazards for bicyclist, pedestrians and those with visual impairments.

Chairperson Eik replied that is an excellent comment. There have been numerous discussions today regarding safety and we are fortunate to have an FDOT representative here to hear our concerns and bring those concerns back to FDOT.

Mr. Daun commented he used to ride in an urban area where bicycles are legally considered a vehicle and interact with traffic but we do not ride that way here. He attended the recent FDOT meeting regarding the Oakridge Boulevard project where they are going to install a bike lane but just before SR A1A bicyclists will have to enter the vehicle lane to make a left-hand turn. He thinks they should consider what an elementary school child would do in that situation when designing a project like this.

Mr. McCallister referred to engineers citing data and commented that there are lurking variables in that data. There are places he will not ride even as experienced as he is because it is too dangerous. Engineers need to be educated and keep in mind that data has a working variable which is when the design has dissuaded pedestrians and bicyclists from being there. He has a firm belief that there should be a state law or FDOT
policy that states when an engineer firm is working on a project with bicycle or pedestrian infrastructure they should have at least one bicyclist on their staff.

V. Staff Comments

→ Update on SU Funding/Work Program

Mr. Harris stated the new fiscal year began in July with approximately $400,000 in federal funds for bicycle/pedestrian projects. Two projects in the current fiscal year have been withdrawn; one is the Alabama Multi-Use Trail in Deland. It was programmed for construction in the current year but the city of Deland has chosen not to pay the 10% local match. The second project being withdrawn is the Tomoka Park trail project in Ormond Beach because of the negative feedback received from residents along the proposed trail. These funds are going to the construction of the LeHigh Trailhead in Palm Coast which is just over $1 million. They are finishing the design and going to construction later this year. The TPO is also programming in the current year the Fremont Avenue sidewalk in Daytona Beach, the Deltona School crosswalk embedded light project, and the Willow Run sidewalk project in Port Orange.

Mr. Aufdenberg stated the crosswalk embedded light project was just reviewed and this is an awesome implementation time scale. He credits Deltona for providing a 33% match.

VI. Information Items

→ Alabama Multiuse Trail Withdrawal Letter
→ August TPO Outreach and Activities
→ BPAC Attendance Record
→ Complete Streets Subcommittee Report
→ National Park Service News Release
→ Save the Date for Central Florida Mobility Week: October 25 – November 1, 2019
→ TPO Board Meeting Report

VII. BPAC Member Comments

Mr. Daun referred to page 36 of the agenda and the Complete Streets Subcommittee Report where they made a motion to exclude health specific measures in section 7 of the draft policy. He is very interested in health impact assessments which allow communities to obtain funding from alternate sources such as the National Institute of Health to build trails for health benefits. He asked if by excluding the health specific measures it would deny communities that adopt the Complete Streets Policy from accessing other funding.

Mr. Harris replied he hopes not; that may be put back in. There will be a revised draft next month.

Mr. Mostert reminded members to wear their bike helmets while bicycling.

Mr. Coletti reminded Ms. Young of the broken sidewalk on US 1 North in Bunnell.

Ms. Young replied she will follow up with FDOT Traffic Operations.

Ms. Burgess-Hall announced October is White Cane and Pedestrian Safety Awareness month; they are also including cycling safety. They have had weekly meetings and discussed different activities; one idea is a chain letter for the Alert Today, Alive Tomorrow campaign. They are working on getting posters to disseminate throughout the community. The next meeting is tonight via telephone at 6:30 pm; she gave the phone number and access code. They are still in the planning process and if anyone has a suggestion that a small group could implement to let her know.

Mr. Hall stated one of the projects they are looking at is education. The last week of October is FDOT’s Mobility Week and they are also planning a project that week; the project they are considering is to ask people to take Votran
Route 11 to the Daytona Beach Police Station and walk or ride to the Tanger Outlet Mall to see what is involved in getting there. There is no bus service to the Tanger Outlet Mall.

Ms. Burgess-Hall added the lack of bus service is not necessarily Volusia County’s fault.

Mr. Hall replied that the county pays for Votran but the city let them do it; it is a joint fault that there is no bus service there. They are looking to do several different educational projects throughout the month of October.

Mr. Aufdenberg announced another mobility week activity; they are arranging to show the documentary cargo bike film “Motherlode” at the downtown Cinematique Theater on Saturday, November 2, 2019 at 10:00 am; the film will be free. He will be speaking as a proud owner and operator of a cargo bike. He asked members to support federal legislation under consideration, Senate Bill 2077 and House Bill 3663, the Complete Streets Act.

Mr. McCallister stated Representative Brian Mast of the 18th District, the Treasure Coast of St. Lucie, Martin and part of Palm Beach Counties, is a veteran with disabilities and may be a strong resource for this bill.

Mr. Aufdenberg stated he also attended the Oakridge Boulevard public meeting and was encouraged to send email comments; he was pleased that the engineer responded point by point to his comments. He explained that due to the number of driveways the bike lane would not be effective. There is no direct guidance on how many driveways per mile there can be for a protected bike lane.

Mr. McCallister stated he contacted the Volusia County Sheriff’s Office regarding a safety awareness campaign; intersection safety was repeatedly discussed last month during the Sheriff’s presentation so that is where he started. Hurricane Dorian derailed that conversation but he will revitalize it and asked if anyone had any suggestions.

Chairperson Elk commented that having been on this committee for several years and seeing all the hard work and hard questions get asked and answered he realized after returning here after the hurricane, how many benefits we have here in Volusia and Flagler Counties for bicyclists and pedestrians. He was in a small community around Richmond, Virginia and for five days did not see a single bicyclist and only a few pedestrians.

VIII. Adjournment

The BPAC meeting adjourned at 3:59 p.m.

River to Sea Transportation Planning Organization

[Signature]
Mr. Paul Elk, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the September 11, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 9th day of October 2019.

[Signature]
Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
1. Introduction
The River to Sea Transportation Planning Organization (R2CTPO) is a federally authorized planning agency responsible for planning and programming federal and state transportation funds for the R2CTPO Metropolitan Planning Area. This area includes Volusia County and portions of Flagler County inclusive of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell. For urbanized areas exceeding a population of 50,000, the existence of a Transportation/Metropolitan Planning Organization (TPO/MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds. Specifically, the federal government requires that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have in place a continuing, cooperative, and comprehensive transportation (3-C) planning process. This 3-C process must result in plans and programs consistent with the comprehensively planned development of the urbanized area, including preparation and adoption of a long-range transportation plan (LRTP) per requirements of 23 CFR 450.306, 450.316, 450.322 and Section 339.175(7), Florida Statutes.

This Public Involvement Plan (PIP) outlines the 2045 LRTP public involvement approach. The purpose of this approach is to engage the public in a meaningful and measurable way, inform them of transportation issues facing the community and provide reasonable and continuing opportunity for input on planning priorities and solutions being considered. The TPO planning area includes a diverse population of nearly 630,000 residents. By involving the public in ways that are meaningful and measurable, the LRTP will reflect community values and benefits for all socioeconomic segments of the population. This includes making a concerted effort to communicate and address the needs of traditionally underserved segments of the population. This PIP is consistent with the R2CTPO Public Participation Plan adopted by the River to Sea TPO Board on June 26, 2019 [www.r2ctpo.org/wp-content/uploads/Public-Participation-Plan-adopted-06-26-19.pdf].

This PIP outlines a process that:

- Requires timely public notice of all public outreach activities via press releases and public service announcements to be provided by the TPO staff;
- Includes multiple events and activities that inform citizens of planning efforts and allows public input and access to key decisions;
- Supports early and continuing involvement of the public in the plan development process;
- Recognizes that the public includes not only citizens, but also business owners, freight operators, environmental groups and others who have an interest in the transportation decisions being made through this plan;
- Includes a variety of activities and strategies to engage members of the community in ways that are innovative and informative including the use of web-based formats; and
- Identifies principles to guide and evaluate the effectiveness of the PIP.
2. Long Range Transportation Plan (LRTP) Overview

The LRTP is a federally required plan that addresses future transportation needs for a minimum of twenty years. The LRTP is updated every five years to ensure that it is consistent with current and forecast transportation conditions and needs, and reflective of public input. The 2045 R2CTPO LRTP is financially constrained and includes projects to enhance the performance of the transportation system over the next twenty-five years.

The River to Sea TPO uses the LRTP to 1) identify future needs and improvements for pedestrian, bicycle, transit, highway and freight mobility, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, 4) prioritize transportation projects, and 5) promote safe and efficient transportation services. Local and state planning officials use the LRTP to select projects for inclusion in their work programs.

The LRTP will be the result of a continuous, cooperative, and comprehensive planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

23 CFR 450.306(b)

The success of the LRTP is dependent upon a successful public involvement effort that fosters community interaction. The process is guided by public sentiment about long term transportation investments to achieve the best possible mobility connections. The result is expanded public awareness of and support for the resulting LRTP.
3. Evaluating Public Involvement Activities

It is critical to continuously evaluate public involvement activities to ensure they are meaningful and effective. The following principles will be utilized to guide and evaluate the LRTP public involvement process. These principles advance the TPO's public participation objectives and are consistent with measurements from the Public Participation Plan:

- Meaningful input will be sought from various groups across the socioeconomic spectrum, and target audiences will be identified including residents, business and property owners and those traditionally underserved and underrepresented populations including low income and minority households within the study area.
- LRTP public meetings and workshops will be held at locations and times that are convenient to potentially affected citizens and will be geographically dispersed throughout the TPO planning area.
- Up-to-date information about the planning process and clearly identified opportunities for the public to participate will be provided through an LRTP website and social media channels.
- The quality and effectiveness of the LRTP public involvement approach will be continuously evaluated through mechanisms such as participant surveys.
- Input regarding the public involvement process will be sought from non-transportation professionals to help ensure that the information being presented is interpreted as intended.

Evaluation measures will include:

- Workshop and Meeting Attendance
- Website Analytics
- Participant Surveys

[A matrix will be added to the document that provides a schedule and defines targets for activities that will provide measures of effectiveness.]
4. Public Involvement Approach

The LRTP public involvement approach encompasses a range of strategies to involve the public in the development of the 2045 LRTP, including outreach and involvement of traditionally underrepresented populations. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals will provide valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based LRTP that accurately reflects the area’s needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status and available time, multiple public involvement tools will make up the approach for the 2045 LRTP. The primary tools proposed are described in the following sections.

4.1 Long Range Transportation Plan (LRTP) Website and Social Media

A project website, with a unique website domain name, will be established for the LRTP and updated regularly throughout the long-range planning process. The website will be compliant with the Americans with Disabilities Act (ADA) and meet the appropriate Web Content Accessibility Guidelines (WCAG 2.0 AA). The contents included on the website will generally include the following:

- A welcome message from the Executive Director encouraging people to become involved in shaping the TPO’s plan for the future;
- An overview of the long-range transportation planning process;
- Information about the geographical area included in the plan and the cities that lie within its jurisdiction;
- Vision and Goals for the 2045 LRTP
- Links to the River to Sea TPO organizational website, to surveys used to collect public input, to various local government sites within the TPO planning area, and to relevant FDOT sites;
- A project schedule showing key activities, meetings and workshops; and
- Various documents and transportation projects being considered and LRTP Subcommittee meeting agendas and summaries.

The increasing availability of Internet access enables websites to be forums for the dissemination and exchange of information. Social media tools are an important component of this effort. The TPO’s Facebook site (www.facebook.com/RivertoSeaTPO) will be utilized, in companion with the LRTP and TPO websites, to maximize the exposure of the LRTP effort and opportunities for public involvement.

The advantages of a project website and social media include the following:

- low-cost to set up and maintain;
- readily able to be edited and updated;
- generally accessible at any time; and
- offers two-way communication (opportunities for site visitors to offer input as well as become informed).

The primary limitations of these tools are that they are only available to those with Internet access. This means that groups with lower utilization rates such as elderly or low-income populations may be less
likely to access the planning process using this resource. Environmental Justice Workshops are among the tools that will be used in the development of the LRTP to help address underserved and underrepresented populations that may not have internet access.

4.2 LRTP Survey

The *Tell the TPO* survey is an effort of the TPO to ascertain feedback regarding transportation wants, needs, problems, preferences and suggestions from residents, the business community, elected officials and other stakeholders. Utilizing information and results obtained from the 2018 Tell the TPO Survey, a 2045 LRTP specific baseline survey will be completed early in the LRTP process to gain insight into the public’s thoughts on transportation options and desired goals. Survey results will be presented in user friendly format for distribution to the TPO Board, Advisory Committees, LRTP Subcommittee and the public as well as being provided on the LRTP website. The results will be used to inform LRTP development and serve as a baseline to understand the changing needs of the region. The survey results also add to the TPO database of interested residents, businesses, and visitors that can be utilized for public outreach efforts.

Although the exchange of information in a survey is limited, the opportunity to reach a greater number of people is very beneficial. The electronic format is also easy to tabulate, and results can provide direction that assists in decision-making. Drawbacks include the brief nature of surveys which makes this tool less informative for participants and less interactive than other strategies. Ultimately, survey responses augment other outreach efforts, and reasonable conclusions can be drawn where responses are clear.

4.3 Focus Group Workshops

Focus Group Workshops will be utilized as innovative and interactive planning activities to solicit meaningful input from the public. The workshops will engage attendees by seeking their input regarding key questions. This input will be analyzed to identify consistent themes and prevailing issues that will help shape the LRTP. Preliminary categorization of responses during the workshop will facilitate engaged discussion about priorities and opportunities. Baseline information will be provided at the beginning of the workshops to set the stage for input. Six workshops will be held in geographically dispersed areas throughout the TPO planning area.

Focus Group Workshops offer a balance of advantages and limitations. The public can come with wide-ranging knowledge, education, experience and backgrounds to convey their opinions about transportation options and planning in their community. The small groupings and interactive nature of the workshops encourage and empower participants to express their voice and offer ideas and opinions that would not typically occur in a traditional public forum. The effort also produces information that serves as an influential driver of the plan’s direction and project development. Challenges associated with workshops such as these include the required time commitment from participants, staffing resources required and the potential limit of participants that can be accommodated in each event.

4.4 Public Meetings

A series of public meetings will be scheduled throughout the planning area to inform citizens of the plan and to solicit comments on the transportation projects identified for the future. Notification for each of these meetings will include a notice on the LRTP project website as well as the River to Sea TPO website,
and an email notice to the River to Sea TPO Board and advisory committee members and interested public.

Needs Assessment Public Workshops will be held to present the needs projects to the public and receive their input. The workshops will provide information that reviews the study process, reviews the needs assessment by mode and area, and solicits comments on identified needs projects as well as unidentified needs. The workshops will be held in three geographically dispersed areas throughout the TPO planning area.

Draft Cost Feasible Plan and Needs List Public Workshops will be held to solicit input from the public on the draft Cost Feasible Plan and Needs List. Participants at the workshops will be given the opportunity to comment on projects in their area before the draft plan is presented to the TPO Board and Advisory Committees. The workshops will be held in three geographically dispersed areas throughout the TPO planning area.

A public comment period will be opened at the June 24, 2020 TPO Board meeting and will remain open until August 24, 2020. The TPO Board will vote on the adoption of the 2045 LRTP at its meeting on September 23, 2020.

4.5 Environmental Justice Workshops

It is critical to understand and address the potential effects of planning and prioritization decisions on minority and low-income populations. Key to this is ensuring that these segments of the population are able to participate and provide meaningful input during the LRTP planning process. Environmental Justice Workshops will be conducted with stakeholders responsible for addressing the needs of traditionally underserved and underrepresented populations. These workshops will provide valuable feedback to ensure that long range planning decisions will not disproportionately impact minority and low-income populations.

4.6 Environmental Mitigation Consultation

The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP [CFR 450.324(g)(10)]. This discussion can focus on policies, programs or strategies, rather than at the project level. The TPO will develop this discussion in consultation with the applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies that include, but are not limited to:

- US Environmental Protection Agency
- US Fish and Wildlife Service (US Department of the Interior)
- National Park Service (US Department of the Interior)
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Forest Service (Florida Department of Agriculture and Consumer Services)
River to Sea TPO
2045 Long Range Transportation Plan

DRAFT Public Involvement Plan (9/10/19)

The consultation period will take place after the LRTP Needs Assessment is conducted and will consist of direct solicitation of input from the applicable agencies to develop the discussion. The consultation process will be documented in a separate Environmental Mitigation Consultation report.

4.7 River to Sea TPO Board and Committee Coordination

A significant amount of public notice, representation and review for the development of the 2045 LRTP will also occur as part of the regular meetings of the River to Sea TPO Board, Advisory Committees and the LRTP Subcommittee. These groups include citizen representatives, elected officials, local government staff and special interest advocates representing segments throughout the larger planning area. In addition, public notice will be provided for each of the meetings in accordance with Florida Statutes and the adopted bylaws of the organization.

4.7.1 TPO Board

The River to Sea TPO Board membership consists of elected officials representing local governments in the planning area, including municipal and county entities. The TPO Board is comprised of 19 voting members. In addition, there are six non-voting members that represent the Technical Coordinating Committee, Citizen’s Advisory Committee, Bicycle/Pedestrian Advisory Committee, FDOT District 5 Office and Volusia and Flagler County School Boards. These members are appointed primarily to provide information and recommendations to the River to Sea TPO Board.

The River to Sea TPO Board typically meets on the fourth Wednesday of each month at 9:00 a.m., and meetings are properly noticed and open to the public. An agenda is developed in advance of the meetings and, in accordance with the adopted Bylaws of the TPO, each meeting agenda includes an opportunity for “citizens to comment or be heard on any matter pertinent to the urban transportation planning process.” As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TPO Board where the public will be provided an opportunity for comment.

4.7.2 Technical Coordinating Committee

The Technical Coordinating Committee (TCC) membership consists of professional transportation planning and engineering staff as appointed by each of the TPO Board members. The TCC uses their professional education and experience to review transportation related studies and information and provide recommendations to the TPO Board.

The TCC typically meets on the third Tuesday of each month at 3:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TCC where the public will be provided an opportunity for comment.

4.7.3 Citizens’ Advisory Committee

The Citizens’ Advisory Committee (CAC) membership consists of representatives from the public as appointed by each of the TPO Board members. The CAC use their knowledge of the local community,
special interests and experiences to review transportation related studies and information and provide citizen-based recommendations to the TPO board.

The CAC typically meets on the third Tuesday of each month at 1:15 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the CAC where the public will be provided an opportunity for comment.

4.7.4 Bicycle and Pedestrian Advisory Committee
The Bicycle and Pedestrian Advisory Committee (BPAC) membership consists of representatives from the public who serve as advocates for walking, cycling and other non-motorized activities. Members of the BPAC are appointed by each of the TPO Board members and use their knowledge of the local community, special interests and experiences to review transportation related studies and information and provide recommendations to the TPO board.

The BPAC typically meets on the second Wednesday of each month at 2:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2045 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the BPAC where the public will be provided an opportunity for comment.

4.7.5 Transportation Disadvantaged Local Coordinating Board
The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of various agency and non-agency members as outlined in Chapter 427, Florida Statutes and Rule 41-2.012, Florida Administrative Code to represent persons who are transportation disadvantaged. Committee representatives are recommended from specific agencies or volunteers (for non-agency positions) and are approved by the TPO Board. The purpose of the coordinating board is to assist the TPO in identifying local service needs and to provide information, advice, and direction to the Community Transportation Coordinator (CTC) regarding the coordination of services to be provided to the transportation disadvantaged. As such, the TDLCB provides a forum for the needs of the transportation disadvantaged to be heard. The TDLCB is recognized as an advisory body to the Commission for the Transportation Disadvantaged in its service area.

The TDLCB typically meets on the second Wednesday of every other month at 11:00 a.m. in the Volusia County Mobility Management Center at Votran and forwards comments and recommendations to the Commission for the Transportation Disadvantage. Beginning January 2020, the TDLCB will meet on a quarterly basis. TDLCB meetings are properly noticed and open to the public. In addition, each meeting agenda includes an opportunity for press and citizen comments. This provides time for citizens to address the TDLCB regarding an unlimited range of transportation disadvantaged related topics.

4.7.6 LRTP Subcommittee
In addition to the above-referenced committees, a 2045 LRTP Subcommittee has been formed to guide the process of developing the plan. The Subcommittee will review the plan schedule, goals and
objectives, technical documents and data, and activities throughout the plan’s development. It includes members from the TCC, CAC, and BPAC plus one member from the TDLCB. Diverse representation helps to ensure that each aspect of the plan is developed with consideration for a broad cross-section of the community. Membership is included in Table 1.

The TPO Project Manager will schedule Subcommittee meetings to be held at the River to Sea TPO offices, unless circumstances require an alternate location. The Subcommittee will typically meet on the third Tuesday of each month at 12:00 noon. Meetings will be properly noticed and open to the public. As with other TPO committees, an agenda will be developed in advance of each meeting with an opportunity for citizens to provide comment.

Table 1 – Membership of LRTP Subcommittee

<table>
<thead>
<tr>
<th>Member</th>
<th>Committee Represented</th>
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<tbody>
<tr>
<td>Gayle Belin</td>
<td>BPAC</td>
</tr>
<tr>
<td>Chris Daun</td>
<td>BPAC</td>
</tr>
<tr>
<td>Bob Storke</td>
<td>BPAC</td>
</tr>
<tr>
<td>Gilles Blais</td>
<td>BPAC</td>
</tr>
<tr>
<td>Marcia Stevens-Foltz</td>
<td>CAC</td>
</tr>
<tr>
<td>Bobby Ball</td>
<td>CAC</td>
</tr>
<tr>
<td>Dave Castagnacci</td>
<td>CAC</td>
</tr>
<tr>
<td>Jose Papa</td>
<td>TCC</td>
</tr>
<tr>
<td>Andrew Holmes</td>
<td>TCC</td>
</tr>
<tr>
<td>Becky Mendez</td>
<td>TCC</td>
</tr>
<tr>
<td>Jon Cheney/Melissa Winsett (alt)</td>
<td>TCC</td>
</tr>
<tr>
<td>Judy Craig</td>
<td>TDLCB</td>
</tr>
</tbody>
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4.8 Print Brochure
A brochure will be developed to notify the public that the River to Sea TPO is engaged in a public outreach effort to seek input in developing the 2045 LRTP. The brochure will include information about the TPO, long range planning, transportation and land-use, the public meetings, survey and website.

A brochure offers the advantage of literature that can be printed and distributed, providing a greater opportunity to reach a broad audience. Brochures can also be tailored for certain audiences (i.e. Spanish language) and are low cost. Literature is a form of one-way communication that does not yield any direct input but encourages additional activity.

4.9 Media and Stakeholder Outreach
In addition to the efforts above, there will be outreach to news media at key points for coverage to promote the long-range planning efforts of the River to Sea TPO and encourage public participation. Targeted presentations and work sessions will also be conducted with stakeholder groups, as warranted, such as chambers of commerce, business associations, transportation providers, freight interests, education and health organizations, professional associations, and state, regional, and local government agencies.
August 2019 TPO Outreach & Activities

1. **Orange City Skate Park Opening Helmet Fitting**  
   **Date:** Saturday, August 10, 2019  
   **Location:** Coleman Park, Orange City  
   **Description:** TPO staff set up a display table and distributed promotional items as well as fitting and donating 52 bicycle helmets to children and adults.

2. **Presentation to BPAC by Sheriff Chitwood**  
   **Date:** Wednesday, August 14, 2019  
   **Location:** TPO Office  
   **Description:** Sheriff Chitwood gave a presentation to the BPAC on Volusia County Sheriff’s Office efforts to increase bicycle and pedestrian safety.

3. **US 1 Coalition Meeting**  
   **Date:** Tuesday, August 13, 2019  
   **Location:** Ormond Beach  
   **Description:** TPO staff attended the US 1 Coalition meeting.

4. **TPO Presentation to SR 44 Business Owners & Residents**  
   **Date:** Tuesday, August 22, 2019  
   **Location:** New Smyrna Beach  
   **Description:** TPO staff gave a presentation on the TPO and local projects to the SR 44 Business Owners and residents.

**SEPTEMBER EVENTS:**
- **9:** Roundtable of Volusia County Elected Officials Meeting, Daytona Beach Int’l Airport  
- **12:** Palm Coast/FCARD Development Meeting  
- **16:** Florida Public Transit Association (FPTA) & Commission for the Trans. Disadvantaged (CTD) Annual Conference, Orlando  
- **20:** DeBary Wellness & Safety Fair, DeBary  
- **28:** Port Orange Family Days Helmet Fitting

**OTHER UPCOMING EVENTS:**
- **Oct 2:** International Walk to School Day, multiple locations  
- **Oct 11:** CFMPOA Meeting, MetroPlan  
- **Oct 23:** V CARD Icebreaker, Daytona Beach  
- **Oct 24:** FDOT Work Program Public Hearing  
- **Oct 25-Nov 1:** Central Florida Mobility Week  
- **Oct 29:** MPO Advisory Council Meeting, Orlando  
- **Oct 31:** Central Florida Commuter Rail Commission

**ONGOING PROJECTS & STUDIES:**
- Walkability Action Institute Grant Project & Complete Streets Policy & Implementation Plan  
- Review of Votran’s Annual Operating Report (AOR)  
- Central Florida Regional Planning Model Update  
- Development of FY 2018/19 Public Outreach Summary and Evaluation Matrix  
- Development of FY 2018/19 Annual Report  
- Development of 2045 LRTP Public Involvement Plan & Data Collection  
- Amendment to the 2040 LRTP  
- Development of Community Safety Action Plan  
- FY 2018/19 TPO Audit  
- State of the System Updates  
- Regional Resiliency Action Plan Implementation